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ECONOMIC COMMISSION FOR EUROPE

Committee on the Development of Trade

Group of Experts on the Simplification and Standardization of External Trade Documents

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT

Trade and Development Board

Advisory Services on Trade Documentation

TRADE DOCUMENTATION INFORMATION

NEW ICS RECOMMENDATIONS ON BILLS OF LADING

(Note by the Inter-regional Adviser on Trade Documentation)

1. It is recalled that the International Chamber of Shipping (ICS) in 1963, as the first international organization, adopted a Recommendation including international documents based on the ECE layout key, namely the Standard Bill of Lading Models A and B. Following the widening international use of the ECE layout key in designing aligned series of documents, a second Recommendation was published in 1967, recommending one model bill of lading only; the Model B thus became the ICS Standard Bill of Lading.

2. Since 1967 more countries, some of them outside the European region, have designed national aligned series of documents based on the ECE layout key, and wider international use of the ICS Standard Bill of Lading has been possible. However, until recently the standard format for export documents used in the United States of America was not in alignment with the ECE layout key. In 1970, following extensive discussions between representatives of the United States of America, the Economic Commission for Europe and the International Chamber of Shipping, a new United States series of documents was adopted, based on the ECE layout key and compatible with the ICS Standard Bill of Lading.

3. At this time it became apparent that two boxes, "Freight payable at" and "Number of original bills of lading", which appear on the 1963 version of the ECE layout key should not be shown as these refer only to bills of lading, and it was agreed that they could therefore be deleted from the ECE format. As regards their location on the ICS format, ICS decided that these two boxes should be moved to the bottom of that format, so as to provide more space in bills of lading for onward inland routing, and

to facilitate closer alignment. From the general point of view, this change also provides more space in the Master Documents for information on terms of delivery and payment.

4. Against the background set out above, the ICS has now decided to issue new Recommendations, containing a revised ICS Standard Bill of Lading, recommended to be adopted as from 1 January 1972. The Recommendation will be distributed shortly in this series.

5. However, in order to facilitate the change-over from the present ICS Bill of Lading to the revised one, a provisional type of Bill of Lading has been prepared, showing the two boxes mentioned in paragraph 3 in both the old and the new positions. This is intended to offer users of aligned series of forms an opportunity to use up their present stocks of Masters and other forms showing these items. Once these Masters have been changed, there will be no further need for the provisional Bill of Lading, and the shipowner companies can change over to the definitive, 1972 versions of the ICS Standard Bill of Lading.

6. It is felt that the exact time for a change-over to the definitive 1972 version can best be determined by the national trade documentation bodies in consultation with shipper and shipowner interests.

7. An illustration of the 1971 Provisional ICS Standard Bill of Lading is enclosed. Shipowners are recommended to introduce this bill of lading forthwith.

BILL OF LADING

Reference No.

1. Shipper

2. Consignee

3. Notify address

4. Local vessel* 5. From*

6. (Ocean) vessel 7. Port of loading

8. Port of discharge 9. Final destination (if on-carriage)* Freight payable at (only if not stated below) Number of original Bs/L (only if not stated below)

10. Marks and Nos. 11. Number and kind of packages; description of goods 13. Gross weight 14. Measurement

INTERNATIONAL CHAMBER OF SHIPPING

STANDARD BILL OF LADING

PROVISIONAL 1971

(London, March 1971)

Free disposal

All measurements including lines.

1 inch—25.4 mm.
1 cicero—12 points—European Typographical Measurement (Didot).
1 em—12 points—British-American Typographical Measurement.
1 point (cicero)—0.376 mm.
1 point (em)—0.351 mm.

	Inch		Millimeter		Didot typog. cicero & points	British-Ame. typographic. em & points
	each	accumulated from paper edge	each	accumulated from paper edge		
A	0.4		10		cic. pts.	em pts.
B	1	1.4	25.5	35.5	5 6	6
C	1	2.4	25.5	61	5 8	6
D	1	3.4	25.5	86.5	5 8	6
E	1/3	3.73	8.5	95	1 10	2
F	1/3	4.07	8	103	1 10	2
G	1/3	4.4	8.5	111.5	2	2
H	5 2/3	10.07	144	255.5	31 10	34
I	1/3	10.4	8.5	264	1 10	2
J	1 1/3	11.7	33	297		
K	0.8		20			
L	1.8	2.6	46	66	10 2	10 10
M	1.8	4.4	45.5	111.5	10 2	10 10
N	1.8	6.2	46	157.5	10 2	10 10
P	0.9	7.1	23	180.5	5	5 4
R	0.9	8	22.5	203	5 2	5 6
S	0.3	8.3	7	210		
T	2.7	3.5	69	89	15 2	16 2
U	1.8	5.3	45.5	134.5	10 2	10 10
V	2.7	8.0	68.5	203	15 4	16 4

Free disposal

Freight details, charges, etc.**

SHIPPED on board in apparent good order . . .**

15. Freight payable at 16. Place and date of issue

17. Number of original Bs/L 18. Signature

ICS B/L Prov. 1971

* Applicable only when document used as a Through Bill of Lading

** Suggested positions for these details within the free disposal area